

## Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-04 H-01 INR-07  
L-03 NSAE-00 NSC-05 PA-01 PRS-01 SP-02 SS-15  
IO-13 ACDA-07 NSCE-00 SSO-00 USIE-00 INRE-00 /072 W  
-----011157Z 004122 /22/45

O R 311630Z MAR 77  
FM USMISSION USBERLIN  
TO SECSTATE WASHDC IMMEDIATE 4330  
AMEMBASSY BONN IMMEDIATE  
INFO AMEMBASSY BERLIN  
AMEMBASSY LONDON  
AMEMBASSY MOSCOW  
AMEMBASSY PARIS  
USMISSION NATO  
CINCEUR  
CINCUSAFE  
CINCUSAREUR  
USELMO

C O N F I D E N T I A L SECTION 1 OF 2 USBERLIN 0902

C O R R E C T E D C O P Y (TEXT)

CINCEUR FOR POLAD  
CINCUSAFE FOR POLAD  
CINCUSAREUR FOR POLAD, OPS, AEAGC-COC & AEAGB-CI

E O 11652: XGDS-1  
TAGS: PGOV, PGOR, EAIR, US, WB, GE, GW, UK, UR, FR  
SUBJ: NON-ALLED AIRCRAFT PENETRATION OF BERLIN CONTROL ZONE  
MARCH 29 AND 30

1. SUMMARY: FOR A PERIOD OF ABOUT TWO HOURS ON THE  
AFTERNOON OF MARCH 29 AND AGAIN ON MARCH 30, PARIS OF  
JET AIRCRAFT FLYING AT ALTITUDE OF ROUGHLY 1500-2000  
FEET PENETRATED THE BERLIN CONTROL ZONE (BCZ) AT FREQUENT  
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INTERVALS WITHOUT PRIOR COORDINATION IN BASC AS REQUIRED  
BY QUADRIpartite FLIGHT RULES. IN BOTH CASE, US BASC  
CONTROLLERS OBJECTED AND REQUESTED IMMEDIATE INVESTIGATION  
BY SOVIETS. SINCE INITIAL SOVIET RESPONSES WERE  
DEEMED INADEQUATE, US BASC CHIEF CONTROLLER (WITH ALLIED  
CONCURRENCE) READ STRONG STATEMENT TO SOVIET DEPUTY  
CHIEF CONTROLLER (IN ABSENCE OF CHIEF) IN BASC

AT 11:40 A.M. MARCH 31, FOLLOWING DELIVERY AT 10:00 A.M. OF STATEMENT ON NEAR-MISS OF MARCH 24 (DESCRIBED SEPTTEL). END SUMMARY.

2. BEGINNING A LITTLE BEFORE 4:00 P.M. LOCAL TIME ON MARCH 29 AND LASTING FOR ABOUT TWO HOURS, NUMEROUS PAIRS OF FIGHTER JETS FLEW AT THREE TO FIVE MINUTE INTERVALS AT 1500 TO 2000 FEET ALTITUDE ACROSS THE BCZ IN A NORTH-SOUTH DIRECTION STARTING FROM A POINT ABOUT 322 DEGREES ALONG THE BCZ CIRCLE (MEASURED CLOCKWISE FROM DUE NORTH). FIGHTERS' FLIGHT PATHS CROSSED OVER LANDING APPROACHES FOR TEGEL AND GATOW AIRPORTS, INTERFERING PARTICULARLY WITH BE FLIGHT 672 (IT WAS IN FINAL APPROACH AT TEGEL AND WAS UNABLE TO DESCEND TO 2000 FEET ACCORDING TO NORMAL PROCEDURES BECAUSE OF FIGHTER AIRCRAFT WAS CROSSING ITS FLIGHT PATH AT THAT ALTITUDE.) ALLIED CONTROLLERS ALSO HAD TO ADJUST TO OTHER AIRCRAFT FLIGHT PATHS TO COPE WITH THE JET AIRCRAFT INTRUSIONS. SOVIET RESPONSE TO IMMEDIATE U.S. REQUEST IN BASC FOR INVESTIGATION WAS QUOTE OUR AIRCRAFT ARE FLYING AT A DISTANCE OF 30 KM FROM TEGEL AIRPORT, AND ARE FLYING AT ALTITUDES BELOW THE CORRIDORS. ONE GROUP, BECAUSE OF THE ERROR OF THE FIRST PILOT, FLEW AT A DISTANCE OF 25 KM, BARELY CROSSING THE BCZ. OUR AUTHORITIES APOLOGIZE FOR THIS INCIDENT AND WILL TAKE APPROPRIATE ACTION TOWARD THE CREW MEMBERS INVOLVED. END QUOTE. (NOTE: WE INTERPRET "ONE GROUP" AS MEANING ONE PAIR, AND CONFIDENTIAL

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"OUR" AIRCRAFT AS MEANING SOVIET.) MIG FIGHTERS WERE ACTUALLY SPOTTED BY OBSERVERS FROM GATOW.

3. ON MARCH 30, BEGINNING AROUND 5:00 P.M. LOCAL TIME AND CONTINUING FOR ABOUT TWO HOURS, UNIDENTIFIED AIRCRAFT, AGAIN FLYING IN PAIRS AT AN ALTITUDE OF ABOUT 2000 FEET, ENTERED THE BCZ AT THE ONE O'CLOCK POSITION AT INTERVALS OF A FEW MINUTES, FLEW WEST TO A POSITION ROUGHLY 8-10 MILES NORTHEAST OF TEGEL AIRPORT, THEN MADE LONG SWEEPING TURNS TOWARD THE SOUTH TO A POINT ROUGHLY 8-10 MILES EAST OF TEGEL, THEN PROCEEDED EAST, LEAVING THE BCZ AT ABOUT THE THREE O'CLOCK POSITION. OVERALL PATTERN WAS DESCRIBED BY BASC AS LIKE "RACETRACK". BARTCC MADE TWELVE SPECIFIC RADAR SIGHTINGS OF PAIRS OR INDIVIDUAL AIRCRAFT DURING THIS PERIOD (JUDGED TO BE JETS BECAUSE OF THEIR SPEED). AGAIN ALLIED CONTROLLERS WERE FORCED TO ALTER ALLIED AIRCRAFT COURSES TO AVOID CONFLICTING WITH INTRUDING JETS. SOVIETS RESPONSE TO

IMMEDIATE REQUEST IN BASC FOR INVESTIGATION WAS THAT NO KNOWN SOVIET (REPEAT SOVIET) FIGHTERS WERE IN THE AIR IN THE AREA CITED AT THE TIME. CONSIDERING POSSIBILITY THAT THEY MIGHT BE EAST GERMAN AIRCRAFT, U.S. DUTY CONTROLLER IN BASC ASKED WHOSE PLANES THEY WERE. NO ADDITIONAL INFORMATION HAS BEEN PROVIDED BY SOVIETS. (THEIR CHIEF CONTROLLER SPECIFICALLY STATED AT 10:00 A.M. MEETING ON MARCH 31, REPORTED SEPTEL, THAT HE HAD NO RPT NO INFORMATION ON MARCH 29 AND 30 INCIDENTS.)

4. IN VIEW INADEQUATE SOVIET RESPONSE TO THESE SERIOUS INCIDENTS, US ACTING CHIEF CONTROLLER, WITH ALLIED CONCURRENCE, DELIVERED STRONG ADDITIONAL STATEMENT IN BASC AT 11:40 A.M. MARCH 31 TO DEPUTY SOVIET CHIEF CONTROLLER. IN ADDITION OFFERED TO PRESENT PHOTOGRAPHIC EVIDENCE FROM BARTCC FOR SOVIETS' INSPECTION TO PROVE PENETRATION  
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OF BCZ ON BOTH DATES BY NON-ALLIED AIRCRAFT. TEXT OF STATEMENT FOLLOWS:

BEGIN TEXT:

ON 29 MARCH A SERIES OF AIRCRAFT FLYING AT LOW ALTITUDE AND HIGH SPEED PENETRATED THE BCZ TO THE WEST. THESE INCIDENTS WERE RAISED WITH YOU AT DUTY CONTROLLER LEVEL ON SEVERAL OCCASIONS DURING THAT AFTERNOON. AT 1547Z THE SOVIET DUTY CONTROLLER APOLOGIZED FOR THE MISTAKE AND STATED THAT ACTION WOULD BE TAKEN AGAINST THE PILOT CONCERNED. WE DID NOT WISH TO PROTEST FORMALLY ABOUT THESE INCIDENTS AT THAT TIME SINCE WE BELIEVED THAT A GENUINE MISTAKE HAD OCCURRED AND THAT YOU SHARED OUR CONCERN. WE WOULD NOTE, HOWEVER, THAT ACCORDING TO OUR RECORDS SEVERAL FLIGHTS INFRINGED THE BCZ OVER A TWO HOUR PERIOD ON 29 MARCH. YOUR DUTY CONTROLLER ASSERTED THAT OTHER FLIGHTS HAD PASSED "BELOW THE LIMITS OF THE CORRIDORS" WHEN THE 1946 RULES OF FLIGHT DO NOT SPECIFY ANY CORRIDOR ALTITUDE LIMITS.

WE CANNOT BUT VIEW WITH EXTREME CONCERN, HOWEVER, THE CONTINUATION OF SUCH FLIGHTS ON 30 MARCH. NUMEROUS FLIGHTS PENETRATED AS FAR AS 10 MILES INTO THE BCZ. THESE FLIGHTS WERE NOT ONLY IN DIRECT CONTRAVENTION OF THE AGREED RULES OF FLIGHT BUT ALSO CONSTITUTED A SERIOUS SAFETY HAZARD SINCE THEY WERE NOT NOTIFIED TO US IN ACCORDANCE WITH ESTABLISHED PROCEDURES, AND THEY PASSED DANGEROUSLY CLOSE TO THE AIR TRAFFIC PATTERNS OF ALLIED AIRCRAFT.

MY AUTHORITIES DEMAND AN IMMEDIATE EXPLANATION

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ACTION EUR-12

INFO OCT-01 ISO-00 EURE-00 CIAE-00 DODE-00 PM-04 H-01  
INR-07 L-03 NSAE-00 NSC-05 PA-01 PRS-01 SP-02  
SS-15 IO-13 ACDA-07 NSCE-00 SSO-00 USIE-00  
INRE-00 /072 W  
-----311733Z 100339 /45

O R 311630Z MAR 77  
FM USMISSION USBERLIN  
TO SECSTATE WASHDC IMMEDIATE 4331  
AMEMBASSY BONN IMMEDIATE  
INFO AMEMBASSY BERLIN UNN  
AMEMBASSY LONDON  
AMEMBASSY MOSCOW  
AMEMBASSY PARIS  
USMISSION USNATO  
CINCEUR  
CINCUSAFE  
CINCUSAREUR  
USELMLO

C O N F I D E N T I A L SECTION 2 OF 2 USBERLIN 0902

CINCEUR FOR POLAD

CINCUSAFE FOR POLAD

CINCUSAREUR FOR POLAD, OPS, AEAGC-COC & AEAGB-CI

FOR THESE INCIDENTS AND AN ASSURANCE THAT THEY WILL  
NOT BE REPEATED.

THE BRITISH AND FRENCH CHIEF CONTROLLERS ASSOCI-  
ATE THEMSELVES WITH THIS STATEMENT. END TEXT.

5. SOVIET DEPUTY CHIEF CONTROLLER DID NOT MAKE  
IMMEDIATE REPLY TO 11:40 A.M. MARCH 31 STATEMENT  
AND OFFER OF EVIDENCE, ALTHOUGH SOVIET CHIEF CON-  
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TROLLER HAD ASKED EARLIER IN THE DAY FOR ANY ALLIED EVIDENCE OF SOVIET AIRCRAFT INTRUSIONS ON MARCH 29 AND 30 AND SUGGESTED THAT SOVIET RADAR RECORDS COULD SHOW THAT THESE OCCURRENCES WERE NOT AS ALLIES CLAIMED.

6. WE BELIEVE THERE STRONG POSSIBILITY THAT SOVIETS ARE BEING DELIBERATELY PROVOCATIVE THROUGH INCURSIONS IN BCZ ON MARCH 29 AND 30. ONE POSSIBLE REASON FOR THIS MIGHT BE ALLIED REFUSAL ACCEPT SOVIET VETO OF DIRECT AIR SERVICE BETWEEN BERLIN AND ZURICH TO BE INAUGURATED APRIL 1. ON THE OTHER HAND, THERE IS LARGE-SCALE GDR EXERCISE NOW GOING ON WEST OF BERLIN AND IT IS POSSIBLE AIRCRAFT INVOLVED IN THAT. EXCEPT FOR ONE "STRAY" GROUP OF FIGHTERS, SOVIETS HAVE NOT ACKNOWLEDGED VALIDITY OF ALLIED CLAIM OF PENETRATIONS OF BCZ. SINCE NONE OF FLIGHTS HAVE BEEN OVER WEST BERLIN PROPER, THEY HAVE NOT YET BECOME PUBLIC KNOWLEDGE. SHOULD THERE BE PRESS INQUIRIES INITIAL ALLIED RESPONSE WILL BE NO COMMENT. IN FACE OF KNOWLEDGEABLE QUESTIONS, HOWEVER, ALLIED SPOKESMAN WILL STATE THAT WE HAVE RAISED MATTER OF INTRUSIONS IN BCZ WITH SOVIETS. NO DIRECT HARASSMENTS OF INDIVIDUAL FLIGHTS HAVE TAKEN PLACE. AT THIS POINT, IF BERLIN-ZURICH IS THE REASONS FOR THE SOVIET PROVOCATIONS, SOVIETS CAN EITHER CEASE BCZ PENETRATIONS, HAVING REGISTERED THEIR DISPLEASURES, OR CONTINUE THEM AS CAMPAIGN TO KEEP UP PRESSURE ON ALLIES. HOWEVER, WE DO NOT FEEL THERE CURRENTLY IS CAUSE FOR ALARM GIVEN PRESENT NATURE OF SOVIET INCURSIONS. WHILE BCZ PENETRATIONS HAVE ASSUREDLY GIVEN ALLIES SOME REASONS FOR CONCERN AND HAVE CAUSED MINOR INCONVENIENCES TO ALLIED AIR TRAFFIC, THEY HAVE POSED NO SERIOUS SAFETY HAZARD TO INDIVIDUAL ALLIED AIRCRAFT. ALLIED CONTROLLERS HAVE HAD TO ALTER THE CONFIDENTIAL

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COURSES OF NUMBER OF AIRCRAFT TO ADJUST TO INTRUSIONS. THERE IS NOT RPT NO REASONS WHY PAN AM INAUGURAL FLIGHT TO ZURICH SHOULD NOT PROCEED AS SCHEDULED. FLIGHT CARD FOR INITIAL PAN AM ZURICH FLIGHT WAS PASSED TO SOVIETS IN BASC AFTERNOON MARCH 31 FOR BOTH INBOUND AND OUTBOUND PORTIONS. AS EXPECTED IT WAS RETURNED TO US CONTROLLER WITH "SAFETY OF FLIGHT NOT GUARANTEED" STAMP.

8. USCOB CONCURS.  
GEORGE

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## Message Attributes

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**Capture Date:** 01-Jan-1994 12:00:00 am  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** REPORTS, MILITARY AIRCRAFT, AIRSPACE VIOLATIONS, BERLIN AIR ACCESS, ALLEGATIONS  
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**Copy:** SINGLE  
**Sent Date:** 31-Mar-1977 12:00:00 am  
**Decaption Date:** 01-Jan-1960 12:00:00 am  
**Decaption Note:**  
**Disposition Action:** RELEASED  
**Disposition Approved on Date:**  
**Disposition Case Number:** n/a  
**Disposition Comment:** 25 YEAR REVIEW  
**Disposition Date:** 22 May 2009  
**Disposition Event:**  
**Disposition History:** n/a  
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**Enclosure:** n/a  
**Executive Order:** X1  
**Errors:** N/A  
**Expiration:**  
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**Original Handling Restrictions:** n/a  
**Original Previous Classification:** n/a  
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**Review Withdrawn Fields:** n/a  
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**Secure:** OPEN  
**Status:** NATIVE  
**Subject:** NON-ALLED AIRCRAFT PENETRATION OF BERLIN CONTROL ZONE MARCH 29 AND 30  
**TAGS:** PGOV, PFOR, EAIR, US, WB, GC, GE, UK, UR, FR  
**To:** STATE BONN  
**Type:** TE  
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**Review Markings:**  
Margaret P. Grafeld  
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